MR. TOUCEY OFF FOR A REST.

There was a smile of genuine satisfaction on the face of General Manager Toucey when he picked up his travelling bag and started for his summer afternoon. "Yes," he said to a Tribune reporter, "the strike is "all over," and now I am going home to take a drive with my wife and rest for a few days. It is wenderful how soon the road was put in active operation again. I don't believe there is another road in the country which could have started trains on Saturday, as the Central did." home at Garrison's-on-the-Hudson yesterday

Central did."

Every one obout the station last evening wore an "It's all over" expression. The switchmen who are quartered in the vestibule train in the station were probably the only ones who said "It's all over" with any feeling of sadness. Many of these men were brought from stations along the line of the road this side of Poughkeepsie to do duty in the yard in this city during the strike. They were comfortably quartered in sleeping cars and ate their meals in the during cars, all at the expense of the company. Not only have they not been under any expense, but they have been making about double time since the strike began, and consequently have materially increased their wages. They stood firmly by the company and the public in the hour of need, and they have been well rewarded for their faithfulness.

At a meeting of locomotive firemen employed on the Central it was resolved last night to have Every one about the station last evening were

Central it was resolved last night to nothing to do with the strikers.

MORE FREIGHT TRAINS RUN.

THE STRIKERS HUG A VAIN HOPE.

SHOUTING VICTORY AND ACCEPTING DEFEAT-

PLENTY OF MEN FOR THE COMPANY. All was quiet in the Sixty-fifth-st. freight yard resterday, and the big force of police in charge of Allaire had again nothing to do. There was a good deal of discontent among the policemen stationed along Eleventh ave. from the Sixty-fifth-st. station to Thirtieth-st. These men are all from the Nineteenth Precinct, and they complained of having to pay for their meals. They are unable to get hon where their dinners await them. They think that the company whose property they are guarding ought to provide food for them. The men on duty in the yard itself from the Twenty-second and Twenty-sixth I am assured that the Missouri Pacific will precincts get their meals in a dining-room car kept in the station. Inspector Steers said that the men got the growth of the country, the corn traffic has become \$1,200 a year, and with this they were expected to every year a smaller factor in the general business buy their meals. He considered there was no ground. The radroads may have a larger tradic even if the

about the yard, who have been brought here from than they were and better rates are likely to be ob-other parts of the country, are being well looked after lained on the moving of the present crops. No, there is by the company. Two large barges, the Troy and the to be no consolidation between the Atchison and the Garrison, are moored at the northern pier of the Missouri Pacine, but the companies are on exceedingly depot. One of these has been made into a temporary | good terms. It is natural that we should be since the restaurant, the other a sleeping house for the men lately taken on. The dinner yesterday was an excellent one. The men did justice to the meal, and went back to work thoroughly contented. The tag always the case. Ivanhoe, Captain Theophile Hibbert, brings all the provisions from Barclay-st.

EVERYBODY KEPT BUSY.

The yard had resumed almost its full netivity yesterday. Everybody was busy, and the drafts of men who arrived on Monday and who were supplemented yesterday by fifty more were all nt work. J. H. Phyte, the assistant superintendent of the train department, was able to transfer twenty five me to the Thirtieth-st. division of the yard. Five The first of these, a Troy special, consisting of twenty cars, carrying general merchandise, left the yard at 10 o'clock. It was driven by Engine No. 484, the engineer being Henry Snyder and the conductor John Hood. Engine No. 608, drawing twenty-three cars and driven by M. Garrity, left the yard at 11 45 a. m. At half-past 1 the third train, consisting of twenty six Charles Brown, started for various points along the road. In the afternoon two more trains carried perishable and other freight to local way stations. addition a large number of cars were brought up from Thirtieth-st, without the slightest demonstration on the part of the strikers. On the piers there were yesterday nearly two handred men, including fifty of the old hands. In the course of the day eight barges were loaded with flour, ollcake, lard, wood and other material, and sent down the river to the ocean steamers and to various points along the harbor. of applications have been received at headquarters from various strikers offering to return to work and resign from the Knights of Labor. In all cases the applications have been ignored, the superinten dents of the different departments in the yard having more men than they need.

NO TROUBLE IN HANDLING FREIGHT. "I think the backbone of the strike is broken," said E. Whitbeck, freight agent at the Thirtieth-st. yards. We are having no trouble at all in handling the freight which we have on hand, though of course we are not receiving any more. Our usual method is to have two forces, for day and night. At present we have only a day force. As soon as we are prepared to receive more freight we shall double our force easily.

who resigned because they were Knights," said the general freight agent, F. A. Haskell. "They resigned on saturday, but to-day they came back and said they had been misled. They were good workers, and understood the work of the office thoroughly, so took them back. Mr. Whitbeck and I are assured that the disturbance last night was not the work of stran ers. It was the work of Tenth ave. loafers."

"I have just taken back three of my best clerks

Frederick R. Rogers, twenty-two years old, of Geneva, Ill., had his right hand crushed while coupling cars at the West Shore pier, Thirty-seventh-st. Thirteenth-ave., yesterday morning. The hand had to be amputated at the New-York Hospital. Fifteen men who had been engaged in Chicago by

in advertisement quit work yesterday at 2:30 o'clor it the West Shore pler.

A number of freight trains were sent out from St John's Park, and the big building all day bore it accustomed appearance of activity. At the main office it was denied that there had been any strike office it was denied that there had been any strike on the part of the freight handlers in the house Whatever delay there had been to the shipment of freight had been due entirely to the descrition of train hands. New men had been secured to fill the place of the strikers, and the former were giving entire satisfaction. Owing to the crowded condition of the house, however, it had been decided not to receive an more freight until the present surpland been disposed of. To-day, it was thought, the handling of freight would be going or in its usual way. It was also said that the company and sustained small loss through holding over perishable property.

BOLSTERING UP THEIR HOPES.

Among the Knights of Labor implicated in the strike many are beginning to realize that "all is not gold that glitters" and that the assertions of the officers of their local assemblies that it is only a question of days when the company will make a complete su render are not likely to prove true. The strikers held several meetings yesterday and fondly deluded them selves with reports ridiculously encouraging in the face of the successful energy of the Central officials. At Ledwith's Hall, Forty-fifth st. and Third ave. the members of Local Assembly No. 6,025 held a the members of Local Assembly No. 6,925 held a nee ing at which ther was a deal of hollow enthusiasm William A. Valentine, master worsman of Local Assembly No. 6,925, presided and advised the men to stand firm and win. Species were made and reportsubmitted declaring the strike to be a success. It was explained that although there were several freight in the cars and that the company was simply making a 'hluft.' The meeting broke up with cheer after resolutions were passed to stand firm to the bitter end.

bitter end.

At No. 426 Eighth-ave, the members of Local A sombly No. 344 gathered in force, and although the was a show of grumbling at fate, they decided to six out with the rest. A committee was appointed visit the headquarters of the local assembly who members work on the Eric road. Later a committe from the Eric road local assembly visited the meetin and announced that the Knights of Labor on the Er Railroad would refuse to handle any freight transferr from the yards of the Central Railroad in this city. 426 Eighth ave. the members of Local As DECLARING THAT THEY ARE SUCCEEDING.

Local Assembly No. 1,893 of the West Shore road held a meeting in Union Hill yesterday, and passed resolutions of support for the strikers in New-York. At No. 342 West Forty-fourth-st. over 600 members

of three local assemblies met in the afternoon, and were presided over by Charles Malloy. District Master Workman Edward J. Lee, of District Assembly No. 246, was present, and in explanation of a letter said to be written to Superintendent Voorbees by Idm in April in which he entered into a secret arrangement with Mr. Voorbees relative to the employment of the Knights of Labor in place of the Brotherhood of Locomotive Engineers, denounced this letter as a forgery, and said it was a trick to place him and his organization in a false position. The general opinion among the majority of the Knights of Labor and the litotherhood of Engineers is that the letter was written by Lee on account of the well-known antagonism between these organizations.

At the office of the company the authenticity of the letter was admitted, but its publication was said to be unauthorized. The meeting passed a vote of confidence in Mr. Lee and all officers of District Assembly No. 246, and resolved to leave all details of a settlement of the strike in their hands. There were many speakers at the meeting, all tending to encourage the men to hold out. It was reported that the freight trains which have been run out of the Sixty fifthest yard bound north were sidetracked between Yonkers and Tarrytown. It was also reported that twenty-eight men who were brought from Hoston yesterday by the Central Company refused to go to work. There were also reports that several green men had been that in various ways. The men still expect that the fremen and engliseers will go on strike out of sympathy. District Assembly No. 246 issued a proclamation from its headquarters in Albany yesterday to all fellow workmen in the railway service asking for assistance and ecoperation.

The General Executive Board of the Knights of Labor will meet in Detroit to-day and, in its old time-honored way, it is expected to declare the strike a failure and shift all the responsibility for the trouide and defeat upon the shoulders of the officers of District Assembly No. 248 a

ines of the Vanderbilt system or to the railroads which end at this harbor. The strike was effective only for a few hours at most, and the defeat of the organization which began it could hardly be more complete. The general opinion in Wall Street was that the prompt action of the New-York Central management had defeated any possible plans for a general strike. The failure of the effort may result in the disintegration of the labor organization. Jay Gould was at his office as usual yesterday. He expressed the warmest praise for the ability shown in handling the strike. He said. The manner in which the New-York Central has

met the strike is admirable. The company has handled well in an emergency that was not expected. The labor organization which attempted to run the railroad was nearly dead before and utterly bankrupt. Its latest defeat, however, is its most disastrous one Inspector Steers and Captains Berghold, Killica and | The fact is that strikes steadily are losing their hold on public sympathy. The people are beginning to discover that they have rights which must be respected by the employes as well as by the owners of roads. They are inclined to insist on them, and an innecess ported by the common sympathy."

In regard to the general situation, Mr. Gould added The new bands aiding in every kind of work in and tions of the Western railroads are on a better basis Atchison has changed hands. The managers of every ratiroad should have a large personal interest in it There would be less trouble about rates if that we

In regard to the financial situation Mr. Gould said: "The pinch in money has been, in my opinion, a good thing. It has checked the exports of specie, for one thing, and I think that is an advantage. The flurry is about over, for the Treasury will begin to morrow the purchase of silver bullion under the new law. The country expects the Secretary to buy the full amount

Austin Corbin returned yesterday from his New Hampshire farm, but he was so busy that he refused to be disturbed. One of his intimate friend said: "Mr. Coroin has returned from his vacation in the best of health. He is renewing his youth Several of us lunched together to-day and the chance of a general strike was laughed at. There is no the slightest danger of anything of that kind. In fact, the strike on the New York Central has been crushed by the vigorous action of Vice President Webb. who has made himself one of the foremost railroad men n the country by his display of executive abili-

O. D. Askley, president of the Wabash Bailway

in the country by his display of executive ability.

O. D. Askiey, president of the Wabash limitway, said: "The railroad employee are the best paid class of workmen in the country. The New York Central has always been very generous to its men, and the strike, so far as I can see, was without excuse, but the railroads are between two troubles their men are constantly demanding more pay while the shippers, by State legislation, are trying to pay less. About the recent strike, I can only say that I think most of the injury to innocent persons which it has certainly caused. The strike is over, but the damage to wives and children, whose protectors have lost tach pinces will not be quickly repaired.

Solon Humphr vs said that in expressing any opinion on the strike and its collapse, it must be assumed that there was no ground of complaint, except that the managers had discharged forty or fifty employee, part of whom might belong to the Knights of Labor organization, for reasons that it considered were good and sufficient." "If the liberty to do this, he continued, "is not to be conceded to a railroad, it is worthless property to its owners, the public and the employes themselves. In opposing such a principle, the men are really fighting against their own bread and butter. The failure of the strike must be assuring to in vestors in railway securities, for it will indicate that the time is not rone by when the owners and controllers of our railways still own and manage them."

President Dickerman, of the Stock Exchange, said: "It is apparent that the strike is about over, and the virtory of the company will probably mean the death of the Knights of Labor have already experienced several defeats, and in this last instance they have shown in the future. These are essuital to prevent the opposing on the alverdy experienced several defeats, and in this last instance they have allenated their best friends. They have repelled and dismand their best friends. They have repelled and dismand their best friends. They have repell

THE POLICE STILL VIGILANT.

Reports which were received by Aeting Superin tendent Byrnes at Police Headquarters yesterday showed that quiet prevailed in all the precincts and led him to believe that the strike would end without an violence on the part of the strikers in this city. The police arrangements for keeping order were not changed however. Mr. Byrnes stuck to his post of duty at the Central Office and said he would remain there until all danger of a riot was at an end. He said: "I be-Heve that the presence of sufficient policemen to put town a riot at any point where the strikers have col fown a riot at any point where the strikers have col-ected has prevented disorder. The strikers showed in inclination to make trouble at the start, but they were deterred by fear of the police. I hope that the tisplay of police strength will have the moral effect o prevent an attempt to damage the property of the company and make clubbing imprecessary. The police are bound to protect property and preserve the prace at any cost, but we would rather do that without hurt-by anythet?

at any cost, but we would retain a tany cost, but we would require anybody."

On account of the strike all of the police captains On account of the strike all of the country were rewho were spending vacations in the country were re-called to duty and the last of them to return reported yesterday at their stations.

MAILS LEAVE THE POSTOFFICE ON TIME. All the mails left the Postoffice yesterday on time None of the incoming mails was greatly delayed, except the one due at 7:50 a. m., which was received at 11:20, and the one due at 8:10 a. m., which was re-

RETTER PASSENGER SERVICE ON THE HARLEM. Passenger trains arrived at White Plains yesterday chind schedule time. No freight reached White Plain rom points north or south. Merchants were having freight shipped by the New-York and Northern to Elmsford, by boat up the Hudson River to Tarry lown, and up Long Island Sound to Port Chester, from which point it was taken by wagons seven mile across the country. The passenger service was fairly satisfactory. A freight train of twelve cars, in charge of Agent Boucher, of Meirose, was run up as far as Tuckahoe, Superintendent Worcester returned from Dover and Chatham for a brief time, and went north again in the afternoon to hover, whence he went down again last night as ucting conductor of a freight train. While making a flying wither last evening at Dover, through the failure of a brake to work, two empty passenger coaches and several freight cars were badly wrecked.

NEW-YORK CENTRAL STRIKE ENDED. Eight magnificently equipped passenger trains leave Grand Central Station daily for the North and West.

Labor sullenly denied the truth of this statement, and declared londly that the strike was still on. But those Knights of Labor who had gone to the line of the New-York Central to-day and had looked upon the scores of passenger trains whirling by and upon time had a sickening conviction that the strike had suffered a stroke of paralysis. A good many of the strikers quietly made overtures to the officials of the Central for re-employment. The leaders of the Knights saw the employed of the hands of Mr. Webb, the vice-president, a man the very opposite of Mr. Depew in all deas of the relationship which should exist between naise deas of the vice-president, a man the very opposite of Mr. Depen naise deas of the vice-president, a man the very opposite of Mr. Depen naise deas of the vice-president, a man the very opposite re-employment. The leaders of the Knights saw the employ of the railway he controlled.

The immediate cause of the strike was the systematic.

The immediate cause of the strike was the systematic. that their followers were inclined to surrender, and endeavored to encourage them to persist in their strike, and evidently carefully planned discharge of men who were

as usual yesterday. He expressed the warmest praise for the ability shown in handling the strike. He said, after a humorous allusion to the possibility that the disturbance might affect the Southwestern system:

Knights. In fact, they have struck and lost. Now it would be the height of folly for the firemen to shove any certainty what the result may be. That the cause if the men is just we know; but we also know that the face. Firemen as a class are rather more sensible to predict with any certainty what the result may be. That the cause is the men is just we know; but we also know that the face is firemen as a class are rather more sensible. The following is part of an article which will also

"We are advised that several freight trains are on their way here from New-York, and that four tacky hours, and in hust sessons, which cover althis morning. The reason no freight has been moved n the West Afford yards thus far is that the tracks

the strike was at an end that he lave orders as the return to their homes of the military companies from Elmira and Gewego that have recently been at syracise. The military company of Syracise and the members of a battery at syracise, who have been or guard at the armory in that city, were able torse of the armory in that city, were after ordered, me. At present, therefore, there is no armoit force of the State marding the Central's road. There could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be no greater proof of the confidence felt by could be not greater proof of the confidence felt by could be not greater proof of the confidence felt by could be not greater proof of the confidence felt by confidence felt by the confidence felt by

through the Mohawk Valley this afternoon over the New-York Central and Hudson Eiver road. It consisted of twenty-three cars. The train started from skeed of twenty-three cars. The train started than schemeetidy, and no difficulty was experienced. It was the first freight train over the road since Friday. The switchmen and baggains masters here who went out on strike have, with one exception, returned to Mr. Webb is a best twent, and has always been partially the same of the control of the contr

yard was cleared yesterday afternoon. The force of 110 men is still there.

Early this morning the railroad men began reload. ing the cattle cars. Fourteen cars of steers, six of calves and sixteen of hogs were loaded and dispatched. They were widely scattered in neighboring fields. Freight trains are being rapidly made up, and it is said that all the men needed are at command. All trains are running on the usual time. Buffalo, Aug. 12.-The New-York Central Railroad

THE STRIKE AN ECHO IN CHICAGO.

Chicago, Aug. 12 (special).-From all appearance around the Chicago depots of the Vanderbilt lines the strike is practically at all end. All trains from the roads which have delayed forwarding freight during of the demands of the Marine Officers' Association the places of the strikers in the East has been abandoned, but the colored representative of the entral road who has been receiving applicants at the Sherman House still records the names and addresses of all comers. Interviews with workmen employed about the Chicago yards reveal the fact that the

Scrofula Salt Rheum For All Diseases

Caused by Impure Blood, Take

Hood's Sarsaparilla

THE TROUBLE ON THE CENTRAL REVIEWED BY LABOR AGITATION ON THE CONTINENT-STRIKES

to this hour (4 p. m.). The first to part from the present incoming south keepsie, the second and third are inflowing. We started one south from Greenbuss, that is coming south statistic or south from Greenbuss, that is coming south warm present to the property of the state of

by idle tales that the engineers and firemen would strike to-morrow. A fireman of a locomotive expressed frankly the views of the Brotherhood of Firemen respecting the strike. These views were fatal to the strikers. He said:

"The firemen will not go out as a Brotherhood. Of WHAT RAILROAD MEN THINK.

THE KNIGHTS OF LABOR NOT LIKELY TO CAUSE

FURTHER TROUBLE.

Railroad men are agreed that the strike on the New-York Central Railroad has been ended and that all the honors of the contest have been won by the railroad company. There was little danger at any time that the disturbance would extend to the Western lines of the Vanderbilt system or to the railroads which end at this harbor. The strike was effective only for entry large and their grievance through the several branches of the men strike on the Mestern lines of the Vanderbilt system or to the railroads which end at this harbor. The strike was effective only for must send their grievance through the several branches of the men are not going to cut their heads off. There are a few firemen are not going to cut their heads off. There are a few firemen who belong to both Brothrhood and Knights of Labor. There was little danger at any time in fact, strike if they felt disposed to unless the order to make the order comes from Grand Master Sargeant, of the Brother blood, who lives at Terre Haute, Ind. The firemen has consideration to stand between him and the safety of the was effective only for must send their grievance through the several branches.

predict with safety, I think, that the firemen, that appear in this week's "Journal of the Knights of is, the great majority of them, will not go out."

is, the great majority of them, will not go out."

With the firemen and the engineers declining to strike, the more sensible of the strikers acknowledge that they are defeated, and that it is mere folly in the strikers to declare that the strike is still advancing. There will be a rush to morrow here of strikers seeking re-employment. The rush began, in fact, to day upon the Hudson River division. Everywhere the trainmen of passenger trains reported seeing old men at work at their stations between here and New-York. Such old hands as were buildozed into strik. York. Such old hands as were buildeded into strik-ing were re-employed by the railroad officials when they sought work this morning. The announcement was made to-night by the railroad officials that a general resumption of freight traffic had been effected to day all along the line of the road. Their statement of the situation was as follows:

"We are advised that several freight trains are on. their way here from New-York, and that four testive hores, and in this sessions, which rover about eight freights have started East over the Central out of marchs in the year, eighteen better, and sometimes twenty for marchs in the year, eighteen better, and sometimes twenty for and thirty bears for one day's ray. Is it to be wondered at thirty bears for one day's ray. Is it to be wondered at the particle of th

motive engineers and are more conditions of possession both in the strike and that statement filled with discouragement those attending the meeting.

Troy, N. Y., Ang. 12.—The effects of the railroad strike are rapidly disappearing in this city. The places of the strikers on the Troy Union Endiroad have been filled and all passenger trains to day moved on time. The new men are protected by police and deputy sheriffs. No freight has been moved on the New York Central and Hudson Fiver road in this city since Friday night. Freight Akent Terry states that the places of the stilkers have been partially filled and that the Troy freight which left New York this morning will be handled this evening virtuous difficulty. As soon as the blockade is removed at other points trains will be sent out from the Adams stand Green Island freight yards.

Utca, Aug. 12.—Freight Akent Schechl, of this city, and a gang of men began making up a freight train at 1.30 p. m. forday. The yard is guarded by twenty five pollesmen and deputy sheriff, but there is absolutely no opposition from the strihers.

Fonda, N. Y., Aug. 12.—A freight train passed west through the Mohawk Valley this afternoon over the New York Central and Hudson Eiver road. It convented the mental strateging the old and respirate that one organizations that were so obscounds to the service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company, as well as the longest in 2te service of the company. the longest in the service of the company, as well as the most prominent in the ranks of organized labor. This was done with the intent of aggravating the employes. It was

syracuse, N. Y., Aug. 12—Captain Foley, in charge of Piokerton's men at East syracuse, declares the combines of the read. The responsibility of the strike ended. No striker has appeared there since the strike ended. No striker has appeared there since the whose every act during the just month has savored at self-kness and cruelty to the men who, through sunshine and storm in the past, have been faithful, not alone to the interests of the company, but to that of the travelling pul

A CENTRAL ENGINE RUNNING WILD. Albany, Aug. 12.—There was a narrow escape from a terrible accident to night on the New York Central road. A "lighter" engine was started from Schenetady at about 9 o'clock and ran "wild" on the up pas this morning that the strike, as far as this end of the road is concerned, is practically over.

Schenectady, N. Y., Aug. 12 (Specials.—A slight distance) to the station, at the upper milroad bridge, and had senenectary, N. Y., Ang. 12 (special).—A slight dis-turbance among about a dozen employes of the Fitch-burg road at Rotterdam Junction, who were influenced by some of the strikers from this circ. the bridge. When the engine reached this grade its speed skekened considerably, enabling the engineer who was watching for it, to jump absard and bring it to a stop. The 4.50 p. m. train out from New York was standing at the station ready to start westward. was standing at the station ready to star but was held until the engine was caught.

A STRIKE DISTURBS AUSTRALIAN SHIPPING. strike is practically at all end. All trains from the East are arriving as regularly as usual and the different shipping trade of Australia is threatened in consequence the past few days have begun to-day to ship all freight an increase of pay. The Seamen's Union, the Dock tendered to them. The employing of new men to take men's Union and other trade societies support the places of the strikers in the East has been abandoned, but the colored representative of the action of the Shearers' Union, which demands that shippers shall refuse to handle non-unionist wool.

TO FILL THE STRIKERS' PLACES. Pittsburg, Aug. 12.-A carlead of non-union men passed through the city last night. They were from Fort Wayne, Ind., and are to take the places of the strikers on the New-York Central.

A STUBBORN STRIKE ALMOST ENDED Chicago, Aur. 12 (Special).—One of the most stubbor drikes Chicago has ever witnessed, that of the cornic nakers, is fast nearing an end. Seventeen firms hav

WHERE IS THAT WEST SHORE STRIKE? There was nothing in the appearance of the yards at Weehawken yesterday to indicate that there had Every train, either passenger or freight, went out or The strike is over as far as the Weehawken end of the line is concerned, and business

is transacted in all departments as usual. Vigilance has not been rejaxed, however, and a large force of

deputy sheriffs is held in readiness in case of an emergency. No trouble of any kind, however, is

TIE-UPS NOT KNOWN IN EUROPE.

THAT PRECEDED THE DOWNFALL

OF NAPOLEON III.

With the exception of a few railway strikes in England, the "tying up" of railroads is never

practised by the workmen of Europe in their unceasing war against capital. This is because railroads there, even those which are not yet "State roads" and prosted by Government employes, but which belong vate corporations, are nevertheless considered by covernments and by the workmen who operate om as a public service and a portion of the national domain. Besides, railway men in Europe, as a rule, have not been affiliated with the International Asociation of Workingmen, which, until 1871, until the ollapse of the Paris Commune, its offspring, was at the bottom of every labor movement there. The ocieties or unions existing among railroad employes in Europe are mere social organizations, and whenever a society fancies that its members have some grievances t lays them before the Minister of Public Works of its country, who acts as a powerful mediator between the laborers and the companies. This mediation has acted as a safety valve up to the present time; but of all opporties and poisonous elements), it would not be safe to rely too strongly on its power. Another explanation of the concil alory .p rit prevailing n the minds of European railroad employes is the nonaistence of large groups of them. The bulk of the traffic is not concentrated, as in America, in a com-paratively small number of immense depots or suffering terrible. What other remedies have made erminal stations, where hundreds of workmen are congregated. The railroad men, not being massed in

three or four localities, would find it difficult to con-

stitute strong unions or brotherhoods.

Again, politics has always had so much to say in purely labor associations in Europe that they could not live long as economical societies. The best in-stance of this is furnished by the international association founded by Karl Marx, which, under the infinence of isakounine, 1sd the workmen of Paris to the assault on the Imperial Government and the establishment of the Commune. L'Internationale had deviated from its economic programme, which was applanded at the start by such men as Jules Simon, who was cullsted in its ranks as No. 606, but who would have been shot by his former brethren if they had captured him when he fied to Versailles with Suish Thiers. In Germany the purely social theories of Earl Marx and Lassalle, though supported by Bebel and Liebknecht, are spurned by Schippel and the oung members of the Labor party. It is true that the laboring classes in Europe have been taught brough experience that the promises of sovereigns are not to be blindly trusted. Napoleon III prepared during his captivity in the fortress of Ham a book on "The Extinction of Pauperism," strongly tinted with the Extinction of Pauperism," strongly tinted with the Socialistic ideas of the epoch. This did not prevent him from repressing with awful risor the strikes which occurred during the last two years of his reign. In June, 1870, about 20,000 masons and plasterers struck work at Judicoust teneral St. Satuvair, commander of the Imperial Gendarmes, who had been sent from Paris to occupy the Alsatian city, was suddenly called to the frontier nearby, which the Prussian army had just crossed. The workmen, in face of the national danger, immediately cassed their strike and asked to be 1-6 against the enemy. A little before that the workshops, from and coal mines and the foundries of Le Creusot, the largest gun, bocomotive and from bridge works in France, were closed for two months as the result of a strike of the 18,000 workmen of that French Essen. The chief stockholder and the director of Le Creusot was M. Schneider, the speaker of the Chamber of Deputies. The leader of the Strikers was Assi, who was one year later President of the Paris Commanc. The workmen were forced to submission by invariance, and after many of them had been imprisoned or had fled from the country. About the same time 6,000 workmen in the firm milks of Fourchaumican kept up a strike for nearly three months. These labor disturbances were not without influence upon the resolution of Nanoleen III to declare war upon Germany in the hope of diverting public attention from the unsatisfactory state of things at home.

OBITUARY.

NICHOLAS LUNING.

San Francisco, Aug. 12 (Special).-Nicholas Luning, his long life solely to money getting, died suddenly of the Chicago and Atlantic says positively that the heart disease late last night, at the Palace Hotel. He Canadian Pacific has purchased the Wabash. The next had been to the theatre, but half an hour after his return he was dead. His fortune is estimated at \$15,000,000. Mr. Luning was born in Hamburg, and came here

carly in 1850 with a few thousands in ready cash. He never went to the mines, but hung around gambling saloons and lent money to any one who had collateral, at enormous rates of interest. He would take anything as security, from a diamond pin to a pevolver, watch or ring. Early san Francisco mermorning. Various opinions were expressed constraints. J. Francisco chants made all payments on days when the Panama ceening the accuracy of the report. steamers left, so that steamer day has been from that time to the present, collection day in all branches of said: "I have no official information concerning the rebusiness. It was imposative for the pioneer mer haut | port, but I think it is more than probable that it is to have each to pay his Eastern consigners, or ejective or consigners, or ejective or consigners, or ejective or consigners, or ejective or exact the wallands, but I am quite sure that a large operate the wallands, but I am quite sure that a large s, he was on the wharf with money which he loaned or as high as ten per cent a month, or \$10 monthly or every \$100 loaned, with interest deducted in adcance for three months.

Everything that he accumulated he put into real estate, or into mortrages on city property, much of which fell into his hands for a small part of its value. because he better failed forcelosure at the earliest legal limit. To "Harry" Meiggs he loaned large sums, and

simit. To make a saled away to south America, \$75,000 of Landing's cash went with him.

Mr. Luning was a shareholder in the Bank of California when Eaiston's death broke R. With D. O. Mills and others he came to the rescue of the bank and saved if from failure, Mr. Mills, however, putting up by far the largest amount of coin and collateral. and saved it from failure. Mr. Milis, however, putting up by far the largest amount of coin and collisions and making his rescue of a great memoryst institution once of the most unsellish acts of the financial history of the Pacific Cond. or, indeed, of the country. Luning continued to hold 500 shares in the back until his death. His real estate was scattered all over the city, and all of it was productive and would sell at auction for double or tachie what it cost.

Some years before his death Thomas H. Blythe began borrowing money of luning, and at his death and pot into the latter's death St75.000. One of the most amusing pieces of evidence in the fumous Blythe will case was that of one of Rlythe's associates, who declaced flythes would go into a house and become such when he saw Luning walking by list he's block he noped one day to be its owner. The loan was nearly a law passed allowing him to transfer his loan, and a law passed allowing him to transfer his loan, and matured when Blythe died, but the administrator got a law passed allowing him to transfer his loan, and thus one of the most valuable lets of real estate in the city, valued at \$1.000,000, escaped Lamings clutches. Luning was so secretice that not even his intimistes knew the extent of his fortune, but the bulk of it is in glit edge securities here and to the bulk of it is in glit edge securities here and to the bulk of the property every week, and he arranged his walks to take it all in systematically. To his constant petestrian exercise was due his fine health. He left a will, beginstline all his property to three daughters and two sons; one son, John H. Luning, lives in New York. He left not a cent to charity or for any public purpose.

GEORGE B. PRATT Neenah, Wis., Aug. 12 (Special).-A telegram has been eccived here from Atlanta, on, announcing the death

GOOD TROTTING AT POCHESTER.

Rochester, Aug. 12 (Special). The first race at the transfer of Circuit meeting to-day was the 2 25 pacing class scant's Abdallah was rated the best of the nine starters. nt Jocko had many supporters on the strength of the form e showed at Bufalo last week. He did not get near the ront for two heats, which went to Grant's Abdallah and rawford in turn. Jocko was first in the third heat, making the best time of the race, 2:16b. Grant's Abdallah secured two more hats and the money. All the formoon the pool buyers had been investing on the Flour City Stake, some pools feeting up more than \$1,000. In these Leopard Rose sold as first choice at \$100. Leopard Rose won the first heat in 2:174. It was 5 to 3 on Leopard lose, but the second heat found her out of sorts, and Pixiey won the heat in 2.17%, a new record for her. The third heat went to Keno F. 2.18. In the next heat Keno F. sot the lead on the homestretch, but Pixley sparted up, and aided by a handy jump, was head and head with his and aided by a handy jump, was head and head with his at the finish, in 2.17%. The judges gave the heat to Pix-ley but their decision only delayed the victory for the houest trotter, as he was the best of the lot in the next

The summaries: 2:25 PACE-PURSE #1,500. Grant's Abdallah, by Abdallah Bruce (Stewart) (Stewart) (Heard) 6 Jocko (Howell & Andrews) 7 Frank Dertch (Geers) (Upton) 2 Wardand (Monahan) 8 Arctic (Lavid) 5

Time-2:17½, 2:20¼, 2:16½, 2: FLOUR CITY STAKE-#10.000. o F. by Little Moak (Thompson) 3 ley (Pohle) 6 pard Rose. (Branigan) 1 mocolon (Coldsouth) 8 star Conkling (Kettring) 5 Keno F., by Litt Pixiev Leopard Rose.

BENSONHURST-BY-THE-SEA. Bensonhurst will open your eyes, no matter what you have seen.

DREADFUL PRORIASIS.

Covering Entire Body with White Scales. Suffering Fearful. Cured by Cuticura.

My disease (psoriasis) first troke out on my left cheek, spreading across my nose, and almost covering my face. It ran into my eyes, and the physician was afraid I would lose my eyesight altogether. It spread all over my head, and my hair all fell out, until I was entirely bald-headed it then broke out on lay arms and some sore. It covered my entire body, one sore. It covered my entire body, and seven the worst. The white seabs fell constantly from my head, snoulders, and arms; the skin would thicken and be worst. The white seabs fell containty in the my hondreds of dollars, I was personounced incurable. I heard of the cushing two bottles of CUTICURA RESOLVENT, I could see a change; and there I had taken four bottles, I was almost cured; and when I had used the I had suffered for five years. I cannot express with a pen what I suffered before using the REMEDIES. They saved my life, and I feel it my doty to recommend them. My hair I suffered before using the REMEDIES. They saved my life, and I feel it my doty to recommend them. My hair Is restored as good as ever, and so is my eye-sight.



Mrs. ROSA RELLY, Rockwell City, Iows.

CUTICURA RESOLVENT,

The new Blood Purifier, internally (to cleanse the blood CUTICURA, the great skin cure, and CUTICURA SOAP, an exquisite Skin Beautifier, externally (to clear the skin and scalp and restors the hair, have cured thousands of cases where the shedding of scales measured a quart daily, the skin cracked, bleeding, burning, and itching almost beyond endurance, hair lifeless or all gone

Sold everywhere. Price, CUTICURA, 50c.; SOAP, 25c; RESOLVENT, 81. Prepared by the POTTER DRUG AND CHEMICAL CORPORATION, Boston. Send for "How to Cure Skin Diseases," 64 pages, litetrations, and 100 testimonials.

PIMPLES black-heads, red, rough, chapped, and offy

skin cured by CUTICURA SOAP. Back ache, Kidney pains, weakness, rheuma-tism and muscular pains relieved in one minute by the Cuticura Anti-Pain Plaster-25 cents.

Turner, 4 3 3 1 22 (Smith) 11 6 8 Dr. Mosher, 7 11 9 Dr. musley, Dis. 10 2:174, 2:193, 2:209. 2:21 CLASS-PURSE #2.000 McDoel by Hawkins horse. (Doble)
Miss Alice. (E. C. Walker)
Tariff (Hills)
Lawson (Seedsmith)

RAILROAD INTERESTS.

Time-2:19, 2:20%, 2:22

SALE OF THE CHICAGO AND ATLANTIC. HAS IT BEEN BOUGHT BY THE ERIE OR BY THE CANADIAN PACIFIC!

Indianapolis, Aug. 12 (Special).-The Chicago and Atlantic Railway was sold to-day by the master in Chancery of the Federal Court. There was only one bid, and that was of \$5,000,000, from Charles H. Coster and Anthony H. Thomas, representing the reorganization committee of the bondholders. They have all of the first and nearly all of the second mortrage bonds, which aggregate \$11,500,000 in amount. Under the agreement of the bondholders the road will be reorganized in the interest of the Eric Railroad. John King, jr., will probably be the president, and the Eric directory will have control. The purchase gives the Eric terminal facilities in Chicago and a through line from Chicago to New-York. The sale carries with it all the property of the company, including the right to use the Chicago and Western from Hammond to Chicago. The cash payments will be small not more than enough to pay court costs. The balance will be in bonds for overdue coupons.

Chicago, Aug. 12.-A dispatch from Indianapolis prominent millionaire of san Francisco, who devoted says: "A railroad official here to attend the sale of election of Wahash officers will show it to be true. Until that time the deal is supposed to be a secret. The majority of Wabash stock is owned in England, and agents of the Canadian company have been

The report that the control of the Wabash Line had operate the Walash, but I am quite sure that a large amount of stock has been bought up by the capitalists of our company, and as it is our best connection be-tween Detroit. Chicago, St. Louis and Kansas City, I have no doubt that the two reads could be operated very profitably together. The volume of business al-ready exchanging between the lines is enormous, and could be made much larger. The project has long been considered, and I think it likely it has now been carried out."

SPECIAL TRAIN TO SHOHOLA GLEN.

In compliance with a general demand the passenger department of the Eric Rallway has decided to place in service until further notice, a special train to sholiola Glen on Wednesdays. This train is in addition to the special train which runs on Sundays, and will bays West Twenty-third-st. at 8:55 a. m., Chambers-st., 9:00; Jersey City, 9:20; Newark, 9:05; Rutherford, 9:35 a. m.; Passaic, 9:41, and Patercon,

DENYING A RUMOR ABOUT THE WABASH President Ashley and other persons largely interested in the Wabasa Railway denied yesterday the published report that the property had been sold to the Canadian Pacific. Mr. Ashley said that he was utterly at a less to account for the rumor. The company was on good terms with the Canadian Pacific road, but beyond an exchange of traffic and a use of a part of the Wabash lines at Detroit and Chicago, there was no reason to suppose that the two systems would be united. Jay Gould laughed at the suggestion, and remarked dryly that the Wabash was not for sale.

A TRUCE ON THE PACIFIC COAST.

San Francisco, Aug. 12.-C. F. Crocker said yesterday that the fight contemplated by the Canadian Pacific against the Pacific Mail and the Occidental and Oriental lines has been declared off, and that a peace agreement would be signed this week at Portland. The agreement is to last until May, 1891, and prohibits the Canadian line from handling any freight to and from the Northern State line of California, and the Pacific Mail and occidental and Oriental companies from handling any business in the ports outside of California. It is supposed that the monthly subside to the Canadian line forms the basis of the new plat-

PASSENGER COMMITTEEMEN INTERESTED. The regular meeting of the Trunk Line Passengs 'ommittee was not held yesterlay. Several member could not conveniently attend, and as there was no pressing subject on the schedule, the meeting was

postponed till next Tuesday. Fassenger Commissioner Farmer and his colleagues are interested in a dispatch printed in The Tribune announcing an adverse decision a United States Court at Cincinnati of a suit under the Interstate Commerce law about the claim of the Interstate Commerce Commission that theatrical and "ten party" tickets were illegal. The decision seems aside this claim, but upon what grounds is not yet known. The whole subject will probably come up at an early date before the passenger agents of the roads favor the party tickets, and their issue is not believed to be conducive to any practices of demoralization of the general tariffs.

MR. MACKAY MADE A DIRECTOR. Montreal, Aug. 12.-John W. Mackay has beed elected a director of the Canadian Pacific Railway.

TO BE MASTER MECHANIC OF THE ST. PAUL. Galesburg, III., Ang. 12 (Special).—E. M. Herr, superintendent of the Galesburg division of the Burlington system, has resigned to accept the place of master mechanic of the Chicago, Milwaukee and St. Paul.

DISCHARGING PASSENGER CONDUCTORS. St. Louis, Aug. 12 - Every passenger conductor on the Louisville. St. Louis and Texas has been dismissed, and the places of the discharged men have been filled by promoting freight conductors. It is not known definitely whether the freight conductors are working at lower wages whether the freight conductors are working at lower wages. than the men whose places they have taken, but it is generally believed that economy was the motive for the change. No explanation has, however, been made by the officials of the line,

THREE LIMITED TRAINS. The New York Central offers in addition to five regal. Express trains from New York to the North and west, daily, three great Limited trains, as follows: 9:50 a. m.—Chicago Limited—reaching Chicago at 10:10 next morning: 10:20 a. m.—Southwestern Limited—reaching Cincinnati 7:50 a. m.—southwestern 6:10 p. m., next day; 4:50 p. m.—North Shore Limited—reaching Chicago 4:50 p. m., next day.